

Operators' and Miners' Joint Meeting Fails

Conference Adjourns With Understanding That New Demands Will Be Made in Separate Coal Fields

President Is Notified

Employees' Note Optimistic Expressing Hope for Reaching an Agreement

CLEVELAND, Aug. 19.—Miners attending a conference of the joint scale committee of the central competitive field—Ohio, Indiana, Illinois and western Pennsylvania—held a policy meeting this morning as a result of the failure of the last night of the joint conference to agree on the miners' demands for increased wages, and adjourned sine die after voting unanimously that miners in each of the four states will seek to make supplemental and separate agreements with operators in the field. This virtually disrupts the central field as a basing point.

Inasmuch as the joint conference was called by President Wilson to adjust inequalities in the present wage scale, operators and miners sent separate telegrams to the President today advising him of the failure of the conference to reach an agreement.

The telegram sent by the operators was a statement of the fact that the joint conference had failed to adjust the controversy after five days of almost continuous sessions.

The miners' telegram was optimistic in tone, saying the miners would endeavor to make separate and individual agreements with the operators in the various states.

Today's meeting was attended not only by representatives of the central competitive field, but also by many from outlying districts, which use the central field as a basis for their wage agreements.

INDIANAPOLIS, Ind., Aug. 19.—Strikes by day men at a number of mines of the Indiana coal field today resulted in the closing of several shafts. The strikes followed the failure of the wage scale conference of miners and operators at Cleveland to reach an agreement on wages asked by the day men.

Reports received this morning at headquarters of the Indiana Bituminous Coal Operators' Association at Terre Haute showed that twenty-three mines were idle at Clinton. Thirty mines were reported idle in the Terre Haute district.

Ten mines were reported idle at Bloomington on account of strikes and eight because of car shortage.

Jersey Refuses to Cut I. C. C. Railroad Rates

TRENTON, Aug. 19.—The Public Utility Commission today ruled that it could not issue orders suspending an increase of 40 per cent in freight rates and 20 per cent in passenger rates on railroads operating in New Jersey. The ruling followed last Tuesday's hearing at which representatives of the railroads, chamber of commerce, boards of trade and municipalities, as well as counsel and representatives for the South Jersey Commuters' Association were present.

The commission also ruled that the percentages of increase authorized by the Interstate Commerce Commission must be applied to interstate as well as intrastate rates to provide the return which Congress has declared the railroads shall receive.

The decision added that it would be unwise for the states, assuming they have the power, should restrict the general application of the increases.

The board said that "apart from the confusion and general complications arising from heterogeneous rate structures eventually, no saving would result from the general application of rates fixed by state authority, lower than those authorized for interstate traffic."

Kin Claim Shaw Estate

Colonel Melville J. Shaw, commandant of marines at Fisher Island, Boston Harbor, made a belated application to the Surrogate's Court yesterday to be appointed administrator of the estate of his stepmother, Mrs. Gertrude C. Shaw, who died in 1915.

At the time of Mrs. Shaw's death letters of administration were granted to William M. Hoes, Public Administrator, on the statement that she had no known living next of kin. This was a misstatement of fact, said Colonel Shaw in asking the court to revoke the appointment of Mr. Hoes and substitute him as administrator.

Besides the petitioner Mrs. Shaw had other step-children—Miss Maude Grant Shaw, of Merchantville, N. J., and George K. Shaw, of Portland, O., sister and brother of Colonel Shaw.

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Railroad Fare Increase Denied In This State

(Continued from page one)

discrimination claimed relates to discrimination between persons or localities in intrastate commerce on the one hand and interstate or foreign commerce on the other.

"A discrimination may, however, as well result from interstate rates that are too high or too low as from intrastate rates that are too high or too low, and the proper correction may be in the interstate rate, over which this commission has no control.

"There is no express authority given to the commission to grant rates in excess of those authorized by statute, except under Section 49, which has to do only with rates insufficient in themselves. We should not, in the absence of legislative authority, arrogate to the commission power to authorize a rate in excess of the statutory maximum, merely to enforce a recent act of Congress, which contains within itself a special remedy.

"The freight rate case is nothing more than an application for a short notice permission and involves no determination of the propriety of the rates. This application, while it is in part for a short notice permission, demands as a preliminary investigation and finding of facts sufficient to authorize and demand that the commission disregard the statutory limitation and the applicants present no evidence warranting such a finding."

The commission acted favorably on the application for a 40 per cent increase in freight rates, excepting from its decision, however, the advance in rates for shipments of milk and cream and pointing out that the decision is designed to prevent delay and confusion rather than to be an unequal approval of the new freight rates.

Holds Right of Suspension

Its purpose is to permit the new rates to take effect on three days' notice, instead of thirty, with full rights of suspension reserved for the railroad during the thirty-day period.

"The evidence before us," it was said, "establishes a fair probability, if not a presumption, that a general substantial increase in rates is necessary. The interstate rates, by permission of the Interstate Commerce Commission, are to become effective August 26, 1920.

The present petition is not granted that the rates, at the very best, result a considerable period of time during which the interstate increases will be effective and the intrastate rates will remain on the present basis.

"The interstate increases allowed are universal and so great in amount that there would result a very great disparity between interstate and intrastate rates. This would have a disturbing influence on business of all character and the disturbance might prove disastrous in some lines.

"There would also result a multitude of unwarranted discriminations, with violations of the long and short haul clause and of the rule that through rates must not exceed the sum of the local rates. The rates of the New York Central, between Albany and Buffalo, to mention a single instance, would be approximately 40 per cent lower than those on the Lackawanna, Lehigh Valley, Erie and Pennsylvania. The consequence of this state of affairs for even a short period can readily be imagined.

Rates Subject to Complaint "Sound public policy and commercial necessity both dictate that a special permission should be granted, but in granting it the commission does not indicate its approval or disapproval of the rates contained in the tariff. These will be subject to complaint, investigation and suspension, if the propriety of suspension in any case is made to appear.

"The foregoing applies to freight rates generally, with other incidental special charges. It may be that in this state the great bulk of milk and cream is carried in special milk trains, but their equipment and movement harmonize more closely with passenger operation than with freight operation. Fluid milk, cream and articles taking the same rates should therefore be excepted from the operation of this order."

Steel Makers Unite To Fight A. F. of L. Closed Shop Drive

Representatives of 17 Plants Meet in Atlantic City and Plan to Block Forcing of Unionism on Industry

Special Dispatch to The Tribune

ATLANTIC CITY, Aug. 19.—Preparations are being made by the steel makers of North America to meet the threatened drive of the thirty-odd steel and iron unions of the American Federation of Labor to force unionism and the closed shop upon the entire industry.

Independent companies here today made the initial move in a great battle to preserve the present open shop and collective bargaining arrangement between employer and employee. Representatives of seventeen plants, in session at the Hotel Traymore, effected a temporary organization of the Hot Rolled Strip Steel Manufacturers' Association.

E. W. Harrison, of the Superior Steel Company, with headquarters in Pittsburgh, was elected president. Other officers are: H. G. Naugle, of the National Pressed Steel Company, Massillon, Ohio, first vice-president; James E. Bennett, of the West Leeburg Steel Company, Pittsburgh, second vice-president; and Charles M. Best, Pittsburgh, secretary-treasurer.

A committee comprising some of the biggest of the independent manufacturers was appointed to draft a constitution and by-laws for the new association and to outline a plan of campaign. It is proposed to complete the organization at a meeting one month hence.

"This action is protective and precautionary," Mr. Harrison said after the meeting. "We are not looking for trouble, and we do not believe a great majority of the men in our mills want trouble any more than we do. That is why we are getting together to protect our interests and the interests of our workers against anything which may transpire."

Today's action of the steel makers is the more significant in that the executive council of the American Federation of Labor, in session here two weeks ago, let it be known that the great drive to bring all steel workers inside the Federation fold is to be launched in the Pittsburgh district and that the right to hold organization meetings and demonstrations will be made a political issue there.

No "Closed Shop" Rule On B. R. T., Says Garrison

At the instance of Mayor Hylan John H. Delaney, Transit Construction Commissioner, conferred yesterday with Lindley M. Garrison, receiver for the Brooklyn Rapid Transit system, in regard to the demands of the union employees of the Brooklyn lines. The commissioner asked the receiver if it would not be possible to bring about a change in the existing situation which would result in negotiations being undertaken between the receiver and the employees of the company.

Receiver Garrison said that, acting under the direction of the Federal court, he had refused to entertain any proposition for a "closed shop." He told the commissioner that if the demands which the employees had submitted to him were eliminated of all provisions looking to a "closed shop" the other demands would be promptly taken up in the usual way for consideration and conference and negotiations would then proceed. Commissioner Delaney said that he expected to meet the committee of the employees today and would present the views of the receiver to the committee at that time.

Rail Deficit For June Set At \$15,616,328

Net Operating Income \$13,664,120, Against \$154,930,908 Reported for Same Month Last Year

Increased Wages Figure

Effect of This Factor Not Yet Ascertained on All Lines, Says Interstate Board

WASHINGTON, Aug. 19.—Trunk line railroads of the United States incurred a deficit of \$15,616,328 on June operations, according to a preliminary report issued to-day by the Interstate Commerce Commission. For the six months of 1920, including June, the report fixed net railway operating income at \$13,664,120 against \$154,930,908 in 1919.

Increased wage charges which the roads have been obligated to pay under the recent decision of the wage board were included in a part of the mileage reported on, the commission said, but it had not been ascertained for all of the lines. A full report of the earnings deficit will be made after all of the back payments have been allowed for.

Gross operating revenue during June, the report said, was \$480,849,000, while operating expenses were \$464,965,000. The ratio of expenses to revenue was 96.7 per cent, while for June, 1919, it was 83.5 per cent.

In addition, taxes for the period amounted to \$3,449,000, while back wages due under the increase of the Wage Board, as estimated by roads whose estimates were furnished in time for the compilation, amounted to \$25,371,705.

Railroad operations in all districts excepting the Western contributed to the deficit, which, it is indicated, will be somewhat larger even than reported when the full extent of the retroactive wage increase is felt. The Western district showed net operating income of \$12,113,196, while the deficit in the Eastern district was \$19,161,553; in the Southern district, \$7,211,536, and in the Pacific district, a new subdivision created by the commission for the purpose of applying the recent rate increase, the deficit was \$1,356,434. The Chesapeake & Ohio, Norfolk & Western, Virginian and the Richmond, Fredericksburg & Potomac are included in the new subdivision.

A note attached to the table says: "To compare earning power of roads in 1920 and 1919 it should be noted that corporate war taxes are not included in 1919 returns; that the revenues of all roads for six months of 1920 include approximately \$50,000,000 back pay, and that the increased wage accrual resulting from the decision by the United States Railroad Labor Board, retroactive to May 1, is incomplete."

The ratio of operating expenses to operating revenues for the six months period was 93.7 per cent for 1920 and 88.6 for 1919.

Woman Kills Intruder

ALBANY, Aug. 19.—James Haskins, twenty years old, of Broome Center, was shot and killed by Miss Lillian Smith, thirty years old, of Potter Hollow, in the latter's home last night, according to word reaching county authorities here today.

The woman, the authorities were advised, has admitted the shooting, saying Haskins, who it is said was slightly demoralized, entered her home last night and refused to leave when ordered to do so.

STANDARDS

Old standards have been reexamined and revised in every part of life since the war began. Standard stocks and bonds that for generations sold above par are down in the seventies. Guaranteed mortgages alone have demonstrated a capital value that has kept them worth par under all circumstances and with a steady 5 1/2% yield they have become the standard investment of to-day.

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These are the feet and ankles of Miss Consuelo Furman, winner of the first prize, \$500 in gold, in the pretty foot and ankle contest. She is a music student, residing in Manhattan.

Don't delay your shopping but take advantage of those wonderfully low prices before it is too late.

This is the greatest sale of the year and when it is concluded you will regret it if you have not saved money on your winter outfit.

Come today or tomorrow and practice economy.

These are the feet and ankles of Miss Virginia Wynn, winner of the second prize. Discovered in our contest, Miss Wynn will have a leading part in the forthcoming production of the "Rose Girl."



All Men's Overcoats, - \$27.50

Reduced from \$30 and \$35 to.....

These are young men's overcoats. Two button, double breasted, form fitting model, quarter lined, splendidly tailored. They are the kind you would find no fault with if asked anywhere from \$50 to \$80.

They are light or heavy Melton and light-weight Kersey, and the size range is made up of 34, 35, 36, 37 and 38 only. That is the reason we have put this low price on them to close out.

Men's Suits \$29.50

Reduced from \$35 to

These are checked cassimeres, single breasted, two button, young men's model; quarter lined, but heavy enough to wear well into the fall, and for all winter if you are indoors a lot.

Men's Collars 15c

Reduced from 30c to

These are soft collars, medium high and very fine quality. They are reduced to close out at 15c each; by the dozen, \$1.80.

Men's Suits \$22.50

Reduced from \$25 to

These are two button double-breasted young men's model, snappy and form-fitting. They are made of heavy cheviot, quarter lined and are big sellers with high school boys.

Knitted Ties \$1.49

Reduced from \$2.50 to

These are the kind of silk knitted ties that you expect to pay from \$3 to \$4 for in these times. See them without fail.

About These Woolens

The man who bought these woolens for us knew WOOLENS. He knew QUALITIES, too. And he knew STYLES. But when it came to QUANTITIES he was way up in the air. He bought as if he was buying for the entire Union—bought so much that he stocked us up to the roof.

The woolens are all right in every way, but there are so many of them on hand that we are wondering if anyone else has any woolens at all.

If we were going to stay in the domestic business these woolens would be a valuable asset to us—but we are closing out and they are a liability.

That is why these prices are so low. That is why you can get strictly first-class woolens at prices which are the marvel of the industry.

The prices marked are LOW; they are MORE than low, they are VERY LOW, but there are so many yards and the time is so short that we have decided to ignore cost, ignore the losses we are taking, and, beginning to-day, all present prices will be

Reduced Ten Per Cent.

That means that, no matter what woolen you choose, deduct ten per cent. from the price marked on the ticket, and get an added value for your money.

Included in the line are the following—which tailors, dressmakers and woolen merchants will recognize as standard goods.

TO DEALERS AND TAILORS—We are willing to sell these goods in quantities at these prices, BUT FOR CASH ONLY.

No. 3026 to 3033—Kent Manufacturing Co. Herringbone coatings and suitings	\$3.25	No. 3088 to 3091—Gold Seal Silver-tone cloackings, desirable shades for fall	\$3.00
No. 3004 to 3009—Colonial Mills heavy fabrics for overcoats, ulsters, cloaks	\$3.00	No. 4033—Dark green unfinished worsteds and flannels	\$3.25
No. 3011 1/2 to 3014 1/2—American Woolen Company Silver-tone coatings, regular quality	\$3.25	No. 3040 1/2—Worumblo Black Velour coating, good weight	\$4.25
No. 4002—Priestley's Plaids, for ulsters, auto robes and coats	\$4.00	No. 3034 to 3040—Botany Mills Velours, beautiful colors for wraps and suits	\$4.25
No. 3016 to 3021—Priestley's homespun cheviot coatings for women's coats and suits	\$2.75	No. 4011 to 4014—Imported coatings, a quality also used for suits	\$3.25
No. 3030 to 3037—Newton knits, for sport suits, coats and general wear	\$3.00	No. 1001—American Woolen Company suitings. Also used for skirts	\$1.50
No. 3061 to 3064—Novelty wool stripes, for dresses, bath robes and children's wear, 54 inch	75c	No. 3076—Very heavy plaid coatings for ulsters, mackinaws and auto robes	\$3.00
No. 1440—Parker Wilder Oxford Thibet, for suitings or fall overcoats	\$2.75	No. 3035 1/2—Blue Tricotine, 54 inches wide, all wool	\$4.00
No. 1859 to 1861—Brown worsted chevrons for suits or top coats	\$4.00	No. 1765—Blue Worsted Cheviot, a great value	\$3.25
No. 3020 to 3026 1/2—Heavy worsted chevrons for winter suitings	\$4.25	No. 3094—Blue Tricotine, 36 inches wide	\$1.15
No. 3046 to 3049—Lymanville fabric, various patterns for fall and winter wear	\$3.25	No. 3013 1/2—All wool blue serge, 54 inches wide	\$2.50
No. 2029 to 2035—Baltic Mills Duotone coatings for golf suits, coats, etc.	\$4.00	No. 3096 1/2—Black all wool serge, 54 inches wide	\$2.50
No. 3077 to 3082—Bolivia coatings, popular shades, various good colors	\$3.00	No. 3045—Imperial blue serge, 50 inches wide	\$2.75
No. 3083 to 3085—Pebble cloth Bolivia, wonderful quality for finest wear	\$9.00	No. 3060—Priestley's Gabardines in four shades	\$2.25

SHOES

The newspapers predict the familiar old high prices on shoes for the coming season.

Even at the "reduced" prices now prevailing, these shoes undersell everything we have been able to find.

\$1

Infants' black kid shoes, lace or button style; sizes 3 to 8.

\$2

Boys' gun metal shoes; lace, Blucher or button styles; sizes 2 1/2 to 5 1/2.

\$3

Women's two-eyelot tan Oxfords; French heels; sizes 2 1/2 to 8.

\$3

Men's English model, straight lace, blind eyelet Goodyear welt, 6 to 11.

\$3

Boys' gun metal Bluchers, full roomy last; sizes 1 to 5 1/2.

\$4

Men's gun metal lace or Blucher Oxfords, English, medium or full toe.

\$4

Men's tan grain Bluchers, Goodyear welt soles; sizes 6 to 11.

\$5

Men's tan mahogany Oxfords, five styles, Goodyear welt; sizes 6 to 11.

\$5

Women's dull black kid five-eyelot lace Oxfords, hand turned; 2 1/2 to 8 AA to D.

\$5

Women's brown, five-eyelot lace Oxfords, Goodyear welt soles, military heels.

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